NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm. SOUNDINGS IN FEET Formerly 5528-SC, 1st Edition 1970 KAPP 1857 866 CONTINUED ON CHART 18664 N American River THE NATION'S CHARTMAKER SINCE 1807 **UNITED STATES** CALIFORNIA SACRAMENTO RIVER ANDRUS ISLAND TO SACRAMENTO Mercator Projection Scale 1:40,000 at Lat 38° 25' North American Datum of 1983 (World Geodetic System 1984) 1000 WEST SACRAMENTO SOUNDINGS IN FEET AT MEAN LOWER LOW WATER ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.) Aids to Navigation (lights are white unless otherwise indicated): AERO aeronautical Iso isophase OBSC obscured s seconds M nautical mile St M statute miles FI G 4s 22ft 4M "83" (m minutes Q quick
MICRO TR microwave tower R red DIA diaphone VQ very quick FI flashing Ra Ref radar reflector WHIS whistle Mkr marker Blds boulders bk broken Obstn obstruction PD position doubtful Subm submerged ED existence doubtful PA position approximate Rep reported 21. Wreck, rock, obstruction, or shoal swept clear to the depth indicated. Iso 6s 45ft 🔷 (2) Rocks that cover and uncover, with heights in feet above datum of soundings. FI R 2.5s 22ft 4M "80" Additional information can be obtained at nauticalcharts.noaa.gov. FI G 4s 22ft 4M "75" FI R 4s 22ft 4M "76" (38°16.5'N/121°29.2'W) Clarksburg (38°25'N/121°31'W) 2.9 tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Apr 2009) SACRAMENTO RIVER DEEP WATER SHIP CHANNEL HEIGHTS Heights in feet above Mean High Water. 162.205 (see note A) SCALE 1:20,000 AUTHORITIES Controlling depth for a width of 200 feet was Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency. 25.0 feet from the channel entrance (38°03'46.7"N, 121°51'17"W) to Lt. "40", thence 28.0 feet to Lt. "52", turning basin and 26.0 feet in the turning basin at West Sacramento. Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the 11th Coast Guard District in Alameda, California or at the Office of the District Engineer, Corps of Engineers in During flood stage levels, bridge clearances may be Refer to charted regulation section numbers. SUPPLEMENTAL INFORMATION Consult U.S. Coast Pilot 7 for important WARNING HORIZONTAL DATUM Sacramento Executive The prudent mariner will not rely solely on The horizontal reference datum of this chart is North any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an and U.S. Coast Pilot for details. average of 0.318" southward and 3.838" westward to agree with this chart. CAUTION SUBMARINE PIPELINES AND CABLES Charted submarine pipelines and submarine CAUTION cables and submarine pipeline and cable areas Limitations on the use of radio signals as aids to marine navigation can be found in the
U.S. Coast Guard Light Lists and National
Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial
broadcasting stations are subject to error and Pipeline Area Cable Area Additional uncharted submarine pipelines and Station positions are shown thus: submarine cables may exist within the area of this chart. Not all submarine pipelines and sub-marine cables are required to be buried, and ⊙(Accurate location) o(Approximate location) BRIDGE AND OVERHEAD POWER CABLE CLEARANCES Clearances of overhead cables are charted as furnished by the Corps of Engineers and bridge clearances are charted as furnished by the Coast Guard. Overhead cable clearances are referred to high water. Bridge clearances are referred to High water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or Water (HW) and Low Water (LW). unlighted buoys. FI G 4s 18ft 4M "71" CAUTION BASCULE BRIDGE CLEARANCES Pump-out facilities FI G 4s 15ft 4M "9" For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance. CABLE FERRY Cable across the river may be at or near the POLLUTION REPORTS Iso 6s 47ft WEST SACRAMENTO water surface. Mariners should exercise caution Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone comwhen navigating in this area. munication is impossible (33 CFR 153). SOURCE DIAGRAM The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been CAUTION banded in this diagram by date and type of survey. Channels maintained Mariners are warned that numerous uncharted piles, by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, <u>United States Coast Pilot.</u> snags, pumps, pipes, and wrecks, some submerged. may SACRAMENTO exist along the edges of the waterway. Numerous buoys and signs mark the wing dams along the Sacramento River. Mariners should never attempt to pass between the warning buoys and the shore. SOURCE B1 1990-1992 NOS Surveys partial bottom coverage B4 1900-1939 NOS Surveys partial bottom coverage The depths shown in backwaters, sloughs and cuts are from surveys of 1934. Channels are not maintained by the Corps of Engineers and numerous uncharted shoals and obstructions have been reported. RADAR REFLECTORS 121⁶32′ Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart. Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way. All craft should avoid areas where the skin FI G 4s 18ft 4M, "67" FI R 4s 18ft 3M "68" divers flag, a red square with a diagonal white stripe, is displayed. SCALE 1:40,000 CAUTION Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners. 1000 0 Willow Point CAUTION Improved channels shown by broken lines are 1000 0 subject to shoaling, particularly at the edges. NOAA WEATHER RADIO BROADCASTS The NOAA Weather Radio station listed below provides continuous weather broadcasts. nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at Sacramento, CA KEC-57 162.550 MHz WX1 TIDAL INFORMATION Near real time water level data, predictions and weather data are available via the Internet at http://tidesandcurrents.noaa.gov. Annual predictions of the rise and fall of the tides are available in printed form from private sector FI G 4s 18ft 4M "65" \ / // FI R 4s 18ft 4M "66" POTABLE WATER INTAKE Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 7 for important supplemental FI G 4s 19ft 4M "63" (N approach) Q 26ft | "59" | FI R 4s 25ft 4M "60" | (S approach) Q G 26ft | | | | FI R 4s 25ft 4M "56" FI G 4s 25ft 4M "55" ISLAND SACRAMENTO RIVER DEEP WATER SHIP CHANNEL 162.205 (see note A) Controlling depth for a width of 200 feet was 25.0 feet from the channel entrance (38°03'46.7"N, 121°51'17"W) to Lt. "40", thence 28.0 feet to Lt. "52", turning basin and 26.0 feet in the turning basin at West Sacramento. SCALE 1:40,000 NDRUS ISLAND 1000 0 121°45' 121°30' 45" 30' 15" 29' 50" JOINS CHART 18661 JOINS CHART 18661 22nd Ed., May 2009 18662 Published at Washington, D.C.

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

This chart was distributed as a PDF (Portable Document Format). Printing PDFs may alter the chart scale, color, or legibility that may impact suitability for navigation. Printed charts provided by NOAA certified Print on Demand (POD) providers fulfill a vessel's requirement to carry a navigational chart "published by the National Ocean Service" in accordance with federal regulations, including but not limited to 33 C.F.R. 164.33(a), 33 C.F.R. 164.72(b), and 46 C.F.R. 28.225(a). POD charts meet stringent print standards and can be recognized by an official certification of authenticity printed on the chart. A list of POD providers can be found at: nauticalcharts.noaa.gov/pod Sacramento River - Andrus Island to Sacramento 18662 This chart has been corrected from the Notice to Mariners (NM) published SOUNDINGS IN FEET - SCALE 1:40,000 weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. METERS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 Last Correction: 5/26/2015. Cleared through: LNM: 3715 (9/15/2015), NM: 3915 (9/26/2015)